

CARS OPERATE NORTH SALT LAKE

Lagoon and City Roads Negotiate.

Utah Light & Railway to Operate Electric Cars Over Road Some Miles.

Plans Are Now Being Perfected and the Lagoon Road Has Completed Plan for Electrifying.

President S. Bamberger of the Salt Lake & Ogden stated yesterday that the extension to Layton would be finished by next conference and that the line to Ogden would be built next summer. To relieve the people of North Salt Lake his company had entered into negotiations with the Utah Light and Railway company, whereby the latter will string its electric wires along the Lagoon road's track from some point on Third West to the North Salt Lake region and the line would be operated as an electric road. Bamberger said that he hoped to make arrangements at Salt Lake and Ogden for use of the city tracks of each company, so that through cars between North Salt Lake and Ogden can get into the heart of each city, not for local traffic, however, but solely for the convenience of through passengers. The Salt Lake & Ogden is to be electrified and will be an interurban road in that the world impels Mr. Bamberger to now negotiating with Eastern manufacturers for the modern equipment for the line.

ARE STILL AT OUTS.

Hill-Harriman Fight to Finish in Northern Securities.

Advices from New York are to the effect that Hill and Harriman declare that there can be no compromise in the Northern Securities litigation, and that both will fight to the finish on plans outlined when the Hill company started the ball rolling by organizing his blanket company to hold the two Northern and the Burlington. Harriman is perfectly willing to settle the fight forever on proposition, i. e., to turn the Northern Pacific over to the Union Pacific. This appointment was included in the list of such arrangements given to the public some weeks ago, when all the roads were to be merged into four or five immense transcontinental systems. The plan, it is said, did not appeal to Hill, and so the fight is on again. By fight is meant a struggle on Wall Street for control of certain strategic stocks. In this respect, as has been often said before, Utah will be glad to see any struggle in Wall Street which might end in benefits to the West. On the other hand, railroad men claim that the control of the whole railroad situation is so interwoven among the new big men that there can be no real fight unless it be that the Gould crowd manage to hold their own and build to the coast.

Supreme Court Affirms.

WASHINGTON, Dec. 5.—In an opinion of Justice Peckham, the Supreme court of the United States today affirmed the decision of the Circuit Court of Appeals for the Second circuit in the case of the United States vs. the Pacific Coast Steamship and Trading Company. The latter company brought the action to secure damages for the loss of a ship and cargo.

THE "INVENTION"

Grandma Found It Convenient. It is remarkable what a change can be made in a family by a simple rearrangement of food.

A Chicago mother says: "Much to my surprise yesterday morning I found the enclosed letter on my desk, written by my seven-year-old daughter without any suggestion from a soul, and the letter induced me to write something of our experience."

First my son who was very small and weak was sent out to visit one of my sisters, and she induced him to start in on Grape-Nuts and cream in place of the ordinary food used. When the boy came back after an absence of about six months we could hardly believe our eyes. He had grown over three inches in height and was an entirely different fellow in every way, always ready for any athletic sport proposed and on the keen go all of the time, while before he only wanted to sit or lie down, and suffered greatly from headaches and general prostration.

So we put our little girl on Grape-Nuts and she grew well and healthy and rosy in a short time. Then mother, who is 82 years old, began using Grape-Nuts and would frequently put the food into soup or with an egg into a bowl and pour broth over it.

She had formerly been troubled with her stomach, suffering great pain at times; now she says the "invention" has cured her and she uses Grape-Nuts in a variety of ways—puddings, dressing for chickens or turkeys, griddle cakes and all sorts of nice things.

The boy has been using Grape-Nuts now for about two years and has gained something over 7 inches and gained about 35 pounds, and is still improving.

The little girl's letter is too long to reproduce, but it is written in a convincing style and tells her own story of how she got over being sick and was able to go to school again, making four trades in a short time, and how well and healthy she felt and how much she loved the Grape-Nuts.

She heard her mother tell her aunt that "Grape-Nuts was a God-send," so she thought God made Grape-Nuts, and she got hold of the little recipe book one day, which she found in the back of the box, and she planned to let her mother know that she was in the "Bible" of the Grape-Nuts. Name given by Postum Co., Battle Creek, Mich. Look in pkg. for the little book, "The Road to Wellville."

Japan during the Japanese-Chinese war on account of which the company failed to secure the high price for lead prevailing in Japan at the time. The Court of Appeals awarded the damages as claimed, but the railroad company raised the verdict on the ground that lead was contraband of war and its shipment prohibited by a deputy collector of the port of Tacoma, Wash., whence the shipment was to have been made. The court refused to accept this view.

Weather Helps Railroads.

The continued good weather which is unprecedented in this section, has proved of immense value to the railroads. Crews and extra gangs that are usually laid off in November are being kept on and in many cases have been added to. Baling is going on as in June and when it was expected that a certain number of miles could be finished before the snow came, this estimate has been exceeded. No matter what the weather should have proved to be the construction in Nevada would have kept right on but in Utah and Idaho the railroads have regarded the sunny days as a direct blessing. The reconstruction of the lines south of Salt Lake for the Salt Lake Route are now in splendid shape, which could not have been accomplished had the storms set in on schedule time. Now all the sidings will be in the hands of the men and the baling finished before any storm can put an end to the work.

Was a Great Show.

C. Ira Tuttle, general live stock agent of the Oregon Short Line, has returned from a trip to the big cattle centers of the East on business connected with his department. He was at the sale of range horses at St. Louis and visited the stock yards of St. Joseph, Omaha and Kansas City. He says that the live stock exhibition at Chicago was undoubtedly the best ever held. Nothing like it has ever been attempted in this country. Mr. Tuttle is in receipt of a unique invitation to the National Live Stock convention which opens in Denver, January 9.

Rock Island Invisible in This.

COLORADO SPRINGS, Colo., Dec. 5.—The directors of the Colorado Springs and Cripple Creek District Railway company, known as the Cripple Creek Short Line, today held their annual election of officers with the following result:

Railroad Notes.

Salt Lake is positively to have one interurban line.

The Short Line and Salt Lake annual meeting will be held this afternoon at the Hotel Utah.

Traffic Manager T. M. Schumacher of the Short Line has returned from New York and Chicago.

The Rio Grande Western has a new time card out, which is being used by A. E. Welby as chief superintendent.

Chief Clerk W. H. Smith of the general manager's office, Salt Lake Route, has returned from Los Angeles.

That the Utah Light and Power company will build to Brigham Junction and Holiday is now an assured fact.

F. A. Wynn has succeeded the late C. A. Peck as vice-president in charge of traffic of the Erie Marquette and C. H. & D.

General Freight and Passenger Agent J. H. Gillett of the Salt Lake route is still in the city and very much engaged in getting things ready for the opening.

Assistant General Passenger Agent Peck, Commercial Agent Moore and Chief Clerk Gleason of the rate department have returned from an inspection of the line to California. They secured much data for future good advertising.

General Superintendent J. H. Young of the Colorado & Southern has been inspecting the line since arriving in Denver. He will be on the road the greater part of this month, but will have time to call on Christmas.

Louis Jackson, who used to be the industrial agent of the Chicago, Milwaukee & St. Paul, is now in charge of the same department on the Erie and one of his bulletins just received interestingly tells of the hundreds of industrial concerns along that road.

A nephew of President Harriman has entered the Union Pacific office as a clerk. That is a good way to begin. Railroading is one of the great professions of America and from now on men educated in that business will be in demand. And in the evolution now going on the uneducated railroad man of the past is quickly disappearing to give place to experts in the various lines.

A. W. McCune, H. S. Kerr, Chief Engineer Blatchford and others of the Cripple Creek district, last month made a four days' horse-back trip over the Andes investigating the country. They stood at one time at an elevation of 20,000 feet, and the scene, described in a letter received yesterday, was magnificent when looking down the canyons on the east side of the slope. Another 20,000 feet higher probably he built soon to reach some cost lands. The health of all the Salt Lakeers is good and they are nicely situated.

SHERIFF'S SON ARRESTED.

Charged With Murder of the Brother of His Bride.

DANDRIDGE, Tenn., Dec. 5.—Thomas Clark, son of a former County Sheriff and now traveling for a Knoxville house, is under arrest at Rutledge charged with the murder of Charles Mallico, whose sister Clark married two hours after the tragedy. The principals were among the attendants at a wedding and at its conclusion went to Mallico's home, accompanied by Miss Mallico.

After remaining a short time at the Mallico house, Clark and the young lady left in a vehicle. They were followed by Charles Mallico. Soon after the couple's departure, Mallico was killed by a shot from the buggy. Clark and the young woman proceeded to the home of a minister, where they were united in marriage.

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BARS PRIZES AT PARTIES.

Indiana Mayor Enforces Anti-Gambling Law Up to the Limit.

INDIANAPOLIS, Ind., Dec. 5.—Social clubs of Noblesville are greatly incensed over the course of the Mayor of that city, who has ruled against gambling even in so mild a form as prize giving at card parties.

To such an extent was this custom observed that a game, robbed of the excitement induced by an attractive prize, was too tame, and as a consequence the displeasure of the clubs has descended upon the head of the Mayor.

Law abiding citizens are these women, certainly—yet they have learned the trick of evading the Mayor's ordinance, as was recently shown by one woman who did not bestow the prizes won at her card party, but quietly made presents of them to the winners a day or two afterward. This was regarded as a joke on the Mayor.

CUT IN THEATER PRICES.

New York Manager Announces Reduction From Current Rates.

NEW YORK, Dec. 5.—A reduction in prices has been announced by the management of one of the largest Broadway playhouses. Beginning December 26, the best orchestra seats will be sold for \$1. This is one-half the prevailing price at most of the other first-class theaters in this city and it has aroused considerable discussion among rival managers. When the theater was opened several years ago orchestra seats were \$2, but they were cut to \$1.50 some time ago. Second choice seats in the lower part of the house will be sold for 75 cents and the new scale will range down to 25 cents for the gallery. American melodramas by American authors will be put on almost exclusively under the new arrangement, but prices will remain the same regardless of the bill.

PROTECTED GIRL'S NAME.

Louisiana Supreme Court Keeps It Out of Proceedings in Suit.

NEW ORLEANS, La., Dec. 5.—The Supreme court of Louisiana has suppressed the name of the woman who is plaintiff in a slander suit, and the general public will never know who the woman is.

In a decision handed down the judgment against Harry Hort of Shreveport, to pay a fine of \$100 and to serve two years of hard work on the public roads of the State has just been confirmed by the Louisiana Supreme court. By whom the complaint was brought no one knows, with the exception of Hort and the trial court.

Everywhere in the records a woman's name appears as Miss _____, who ever she is, and it is generally supposed that she is a society girl of Shreveport. Is she charged with the act of an insulting note to her. In the law courts she appeared heavily veiled and her identity has never become known.

The laws of Louisiana give the presiding Judge of any court the right to exclude the name of a party who would be injured still more by the publication of his or her name. This is the first instance in recent years in which this right of the injured party has been used.

GOMPERS PLEADS FOR UNITY

Makes Earnest Address Before American Federation of Labor.

CHICAGO, Dec. 5.—In an earnest address President Samuel Gompers of the American Federation of Labor pleaded with the delegates to the Chicago Federation for unity. Before the meeting ended plans were announced the execution of which will lead to the restoration to the Chicago Federation of its charter, which was revoked November 1.

According to these plans the steam fitters and the Franklin union of press-fitters are to withdraw from the federation. The executive council of the American Federation will try to reconcile the rival organizations on a basis calculated to give permanent peace.

Gompers lauded the American Federation. The reasons for its success are to be found, he said, in the large measure of independence enjoyed by various unions constituting the national body, together with the discipline enforced by the latter. Thus, he pointed out the strength of the separate organizations is increased and at the same time their harmonious co-operation is insured.

MEETS TRAGIC DEATH.

Doctor, Responding to Night Call, Rode Into River and Drowned.

ROSEBURG, Ore., Dec. 5.—Peculiarly tragic was the death of Dr. R. H. Barber of Gardiner, who was called upon last night to attend a patient twenty miles distant. In responding, Dr. Barber was obliged to cross Ten-Mile creek and the Suslaw river. It was pitch dark and Dr. Barber did not know that his horse had carried him over Ten-Mile.

Arriving at the Suslaw, he rode in the horse carrying him across one mile of swift running water. On emerging on the other side the Doctor was almost frozen, the night being a frigid one.

Frenzied and stiff the Doctor dismounted, started to walk, and fell into a hole, striking on some rocks below, where he lay stunned until the rising river drowned him and carried the body away. The remains were recovered today.

Peril Made Him Raving Maniac.

NEW YORK, Dec. 5.—Pinned between two piles of a pier at the foot of West Thirty-second street so tightly that the combined efforts of a score of firemen and policemen only released him after a long and frantic struggle and with the rising tide threatening death by drowning, a man supposed to be George Fahey became a raving maniac and died today after having been removed from his perilous position.

Airship Will Fly Where Directed.

ALAMEDA, Cal., Dec. 5.—George E. Heaton, the inventor and designer of the airship California Messenger, has demonstrated not only that his flying machine will fly, but likewise that it will go where it is bidden, regardless of conditions of wind.

The airship made another ascent on Sunday, Heaton spending an hour in the air and traveling at will in any direction he desired. The mechanism for directing the ship worked without a hitch of any sort.

Attacked by Tribesmen.

TANGIER, Dec. 5.—The residence of M. Gautsch, director of the Compagnie Marocaine, was attacked the night of December 4 by Beni-M'Sur tribesmen. The guards drove back the assailants.



Mrs. Haskell, Worthy Vice Templar, Independent Order Good Templars, of Silver Lake, Mass., tells of her cure by the use of Lydia E. Pinkham's Vegetable Compound.

"DEAR MRS. PINKHAM: Four years ago I was nearly dead with inflammation and ulceration. I suffered daily untold agony, and life was a burden to me. I had used medicines and washes internally and externally until I made up my mind that there was no relief for me. Calling at the home of a friend, I noticed a bottle of Lydia E. Pinkham's Vegetable Compound. My friend endorsed it highly and I decided to give it a trial to see if it would help me. It took patience and perseverance for I was in bad condition, and I used Lydia E. Pinkham's Vegetable Compound for nearly five months before I was cured, but what a change, from despair to happiness, from misery to the delightful exhilarating feeling health always brings. I would not change back for a thousand dollars, and your Vegetable Compound is a grand medicine."

"I wish every sick woman would try it and be convinced."—Mrs. IDA HASKELL, Silver Lake, Mass. Worthy Vice Templar, Independent Order of Good Templars.

When a medicine has been successful in more than a million cases, is it justice to yourself to say, without trying it, "I do not believe it would help me?"

Surely you cannot wish to remain weak, and sick and discouraged, exhausted with each day's work. You have some derangement of the feminine organism, and Lydia E. Pinkham's Vegetable Compound will help you just as surely as it has others.

Mrs. Tillie Hart, of Larimore, N. D., says:

"DEAR MRS. PINKHAM: I might have spared many months of suffering and pain if I had known of the efficacy of Lydia E. Pinkham's Vegetable Compound a few months sooner, for I tried many remedies without finding anything which helped me before I tried the Vegetable Compound. I dreaded the approach of the menstrual period every month, as it meant much suffering and pain. Some months the flow was very scanty and others it was profuse, but after I had used the Compound for two months I became regular and natural, and so I continued until I felt perfectly well, and the parts were strengthened to perform the work without assistance and pain. I am like a different woman now, where before I did not care to live, and I am pleased to testify as to the good your Vegetable Compound has done for me."

Sincerely yours, Mrs. TILLIE HART, Larimore, N. D.

Be it, therefore, believed by all women who are ill that Lydia E. Pinkham's Vegetable Compound is the medicine they should take. It has stood the test of time, and it has hundreds of thousands of cures to its credit. Women should consider it unwise to use any other medicine.

Mrs. Pinkham, whose address is Lynn, Mass., will answer cheerfully and without cost all letters addressed to her by sick women. Perhaps she has just the knowledge that will help your case—try her to-day—it costs nothing.

Gen. Tyner Passes Away.

WASHINGTON, Dec. 5.—Former Postmaster-General Tyner died at 9:35 o'clock this morning.

Mr. Tyner was Postmaster-General during President Grant's administration. His last official duty was as assistant attorney-general for the Post-office department, from which office he was removed last year and afterwards indicted, with his nephew, Harrison J. Barrett, on a charge of conspiracy in connection with the use of the mails by certain "get-rich-quick" concerns. On this charge he was acquitted by a jury.

He had been in ill health for a number of years. He was born in Indiana in 1825.

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TIME TABLE

In Effect: Dec. 4, 1904.

ARRIVE:
From Ogden, Portland, Butte, San Francisco, Chicago, St. Louis, Omaha, and Denver 8:40 a.m.
From Ogden and intermediate points 9:20 a.m.
From Ogden, Cache Valley, and intermediate points 11:55 a.m.
From Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver, and San Francisco 4:45 p.m.
From Ogden, Cache Valley, St. Anthony, Portland and San Francisco 7:40 p.m.

DEPART:
For Ogden, Omaha, Chicago, Denver, Kansas City and St. Louis 7:00 a.m.
For Ogden, Portland, St. Anthony, San Francisco and intermediate points 10:20 a.m.
For Ogden, Omaha, Chicago, Denver, Kansas City, St. Louis and San Francisco 1:10 p.m.
For Ogden, Cache Valley, Denver, Kansas City, Omaha, St. Louis and Chicago 5:45 p.m.
For Ogden, Cache Valley, Butte, Helena, Portland, San Francisco and intermediate points 11:45 p.m.
T. M. SCHUMACHER, Traffic Mgr.
D. E. BURLEY, G. P. & T. A.
D. S. SPENCER, A. G. P. & T. A.
City Ticket office, 201 Main street.
Telephone 250.

TIME TABLE

San Pedro, Los Angeles & Salt Lake R. R. Co.

DEPART:

From Oregon Short Line depot, Salt Lake City:
For Provo, Lehi, Fairfield and Nephel Maniti and points on Sanpete Valley Ry 8:00 a.m.
For Garfield Beach, Tooele, Stockton, Mammoth, Eureka and Silver City 7:45 a.m.

ARRIVE:
From Provo, American Fork, Lehi, Fairfield, Tooele, Stockton, Mammoth, Eureka and Silver City 6:05 p.m.
From Provo, American Fork, Lehi, Fairfield, Tooele, Stockton, Mammoth, Eureka and Silver City 9:45 a.m.

DEPART:
From Provo, Lehi, Fairfield, Tooele, Stockton, Mammoth, Eureka and Silver City 5:35 p.m.
From Silver City, Mammoth, Eureka, Stockton, Tooele and Garfield Beach 5:35 p.m.

Daily Pullman Buffet Sleeping Car Service between Salt Lake, Milford, Modena and California.

Direct stage connections for all mining districts in southern Utah and Nevada.

City Ticket Office, 201 Main Street. Telephone 250.

F. W. GILLETTE, Gen'l Pass. Agt. J. L. MOORE, Dist. Pass. Agt.

DEPART & RIO GRANDE RAILROAD

In Effect October 9, 1904.

LEAVE SALT LAKE CITY:
No. 10—For Heber, Provo and Marysville 9:00 a.m.
No. 102—For Park City 9:15 a.m.
No. 5—For Denver and East 9:50 a.m.
No. 6—For Denver and East 10:50 a.m.
No. 1—For Ogden and West 1:45 p.m.
No. 2—For Denver and East 3:15 p.m.
No. 3—For Provo and Eureka 5:00 p.m.
No. 11—For Ogden and local pts. 6:05 p.m.
No. 4—For Denver and East 8:05 p.m.
No. 7—For Ogden and West 11:40 p.m.
No. 12—For Bingham 12:10 a.m.
No. 115—For Bingham 3:00 p.m.

ARRIVE AT SALT LAKE CITY:
No. 6—From Ogden and the East 8:40 a.m.
No. 12—From Ogden and local 10:25 a.m.
No. 7—From Eureka and Provo 10:40 a.m.
No. 6—From Denver and East 10:40 a.m.
No. 11—From Denver and East 1:35 p.m.
No. 2—From Ogden and West 3:05 p.m.
No. 101—From Park City 5:15 p.m.
No. 3—From Heber, Provo and Marysville 6:00 p.m.
No. 4—From Ogden and the West 7:55 p.m.
No. 5—From Denver and East 11:20 p.m.
No. 115—From Bingham 10:50 a.m.
All trains except Nos. 1 to 8 stop at intermediate points.
Ticket office, Dooly block.
Phone 250. I. A. BENTON, G. A. P. D.

LEAVE SALT LAKE, 6:30 and 9 a.m., 6:30 and 9 p.m.

LEAVE FARMINGTON AND LAGDON, 7:30 and 10 a.m., 4:30 and 8:30 p.m. Extra trains at 11 a.m. and 1:30 p.m. on Sundays and holidays.

A. D. PIERSON, Gen'l Pass. Agt. J. B. BEAN, Excursion Agt. OFFICE, 101 MAIN ST.

THE LAGOON ROAD

Salt Lake & Ogden Railway.

Time Table in Effect Sept. 6, 1904.

LEAVE SALT LAKE, 6:30 and 9 a.m., 6:30 and 9 p.m.

LEAVE FARMINGTON AND LAGDON, 7:30 and 10 a.m., 4:30 and 8:30 p.m. Extra trains at 11 a.m. and 1:30 p.m. on Sundays and holidays.

A. D. PIERSON, Gen'l Pass. Agt. J. B. BEAN, Excursion Agt. OFFICE, 101 MAIN ST.

Keeley's Cure

Drunkenness Cured.

A positive and permanent cure for drunkenness and the opium diseases. There is no publicity, no sickness. Ladies treated and cured as at their own homes. The Keeley Institute, 331 W. 80. Temple, Salt Lake City, Utah.

Royal Baking Powder

ABSOLUTELY PURE

Thro' Standard Sleeper To Chicago

Daily Beginning December 13

It will leave Salt Lake City at 3:15 p. m., to arrive in Chicago at 7:20 the third morning following, with six and one-half hours' stop-over in Denver (from 4 p. m. to 10:35 p. m.)

Write, or 'phone 245. We will come and see you. 100 West Second South street.

CHAS. B. SLOAT, Gen'l. Agt., Denver. E. DRAKE, Dist. Pass. Agt., Salt Lake City, Utah.

Burlington Route

R. F. NESLEN, General Agent, 70 W. SECOND SOUTH ST., Salt Lake City.